
From:
Sent: Monday, June 13, 2016 12:11 PM
To:
Subject: FW: Please Support Energy Efficient Building Codes!

-----Original Message-----

From: KnowWho Services [
Sent: Friday, June 10, 2016 5:16 PM
To: Carley, Stephen (DPS)
Subject: Please Support Energy Efficient Building Codes!

Dear Stephen Carley,

You have a critical role to play as the Commonwealth of Massachusetts seeks to reduce energy usage and comply with the requirements of the Global Warming Solutions Act (GWSA). The Supreme Judicial Court recently issued a unanimous decision that Massachusetts is not in compliance with the GWSA.

The 2015 update to the Clean Energy and Climate Plan released by the Baker Administration notes, "Energy efficiency in new construction is the most cost effective way for the buildings sector to reduce emissions between 2015 and 2050."

To help us reach our greenhouse gas emissions, please support the following changes to our building codes:

Stretch Code

The Baker Administration's Clean Energy and Climate Plan had this to say about the existing stretch code:

"Over 160 municipalities in Massachusetts have already adopted this higher-efficiency code, and it has had national benefits as the 2009 stretch code for commercial buildings became the basis for the 2012 IECC commercial chapter, part of the largest improvement in the energy efficiency of the national model code in its 35 year history."

Mass. has been #1 for energy efficiency five years in a row. We must build on that leadership, not backtrack.

The current proposal is not ambitious enough. The original stretch code cut energy use 30% and carbon emissions 40% compared to buildings built according to the base energy code. The proposed update, for example, exempts both existing construction as well as all new construction under 100,000 square feet. We should be moving toward zero net energy buildings.

Electric Vehicle (EV) Wiring

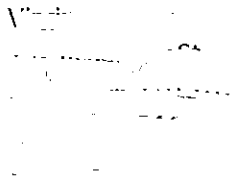
EVs emit 70% less in greenhouse gases (even factoring in emissions from electricity use) than conventional vehicles and emit no tailpipe emissions. The Baker Administration has committed to 300,000 EVs on the road by 2025; there are only 6,500 on the road now. That level of growth in less than a decade cannot happen without a significant increase in charging stations in the home and workplace. It is less costly and disruptive to install the wiring for EV charging during construction; the California Air Resources Board finds that EV-ready codes avoid \$3,750 to \$6,975 per parking space in later retrofit costs.

Solar Ready Roofs

As with EV wiring, it is more economical to plan for the eventual installation of a solar system when designing a building. Installation efficiency can be maximized, costs can be minimized, and system performance optimized.

Please keep Massachusetts a leader in energy efficiency!

Sincerely,

A handwritten signature in dark ink, appearing to be "V. White" or similar, with a stylized flourish at the end.